

380 Donlands Avenue - Zoning By-law Amendment Application – Final Report

Date: June 7, 2022

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 14 - Toronto-Danforth

Planning Application Number: 20 216953 STE 14 OZ

SUMMARY

This report reviews and recommends approval of the application to amend the Zoning By-law to permit a seven-storey (24.3 metres, exclusive of the mechanical penthouse) mixed-use building at 380 Donlands Avenue. The building is proposed to contain 73 dwelling units and 392 square metres of retail space. Two levels of underground parking are proposed with a total of 58 vehicular and 106 bicycle parking spaces.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend Zoning By-law 569-2013, for the lands at 380 Donlands Avenue, substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to the report (June 7, 2022) from the Director, Community Planning, Toronto and East York District.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year, or in future years.

DECISION HISTORY

A Preliminary Report on the application was adopted by Toronto and East York Community Council on April, 21, 2021 authorizing staff to hold a Community Consultation Meeting with an expanded notification area.

The Toronto and East York Community Council Decision is available here:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE24.37>

SITE AND SURROUNDING AREA

Description: The site is located at the south-east corner of Donlands Avenue and O'Connor Drive. It is rectangular in shape and approximately 1,465 square metres in size. The site has approximately 29 metres of frontage on Donlands Avenue and approximately 47 metres of frontage on O'Connor Drive. The site is currently occupied by a one-storey retail building.

Official Plan Designation: Mixed Use Areas

Zoning: The Former Borough of East York Zoning By-law No. 6752 currently zones the subject site as Commercial (C) which includes a number of performance standards for mixed-use buildings.

Zoning By-law 569-2013 zones the site as Commercial Residential (CR 2.5 (c2.5; r1.0) SS2 (x1163)) with a maximum permitted height of 14 metres and a maximum density of 2.5 times the lot area. Exception 1163 states that no residential uses are permitted on the ground floor of a mixed-use building.

Surrounding Land Uses:

North: along O'Connor Drive are two- and three-storey commercial and residential uses. Further north is an established residential neighbourhood of one- and two-storey dwellings.

South: a two-storey office building. Further south is an established residential neighbourhood of one- and two-storey dwellings.

East: along Donlands Avenue are two-storey commercial and retail uses. Further east is an established residential neighbourhood of one- and two-storey dwellings.

West: immediately adjacent are two single-detached residential dwellings (at one and two storeys). Further west is an established residential neighbourhood of one- and two-storey dwellings.

THE APPLICATION

Description: A seven-storey, 24.3 metre (29.3 metres, inclusive of the mechanical penthouse) mixed use building.

Density: 3.84 times the area of the lot.

Dwelling Units and Amenity Space: 73 dwelling units are proposed. A total of 292 square metres of amenity space is proposed, consisting of 146 square metres of indoor amenity space (2 square metres per unit) and 146 square metres of outdoor amenity space (2 square metres per unit).

Retail: The proposal includes a 392 square metre retail space located along the O'Connor Drive frontage.

Access, Parking, and Loading: Access to parking and loading is proposed from a driveway off O'Connor Drive. The driveway provides access to a Type G loading space and ramp to access the 58 vehicular parking spaces in the two-level underground parking garage. There are a total of 106 bicycle parking spaces proposed on the ground floor and the underground levels.

Additional Information

See Attachment No. 1 to this report for the location map, Attachment No. 2 for the project data, Attachment No. 6 for the site plan, Attachments No. 7 to 8 for three-dimensional representations of the current proposal in context, and Attachments No. 9 to 12 for elevations.

The current proposal incorporates revisions from the original application:

- Projecting balconies within the 5.5-metre southern setback have been removed and replaced with Juliet balconies;
- Projecting balconies on the west elevation have been removed;
- Windows and openings on the south wall, at the property line, have been removed;
- The entrance of the retail unit has been recessed to match the character along Donlands Avenue;
- An additional entrance to the retail unit has been provided from O'Connor Drive;
- A dedicated play area has been included in the outdoor amenity space;
- Benches and garbage receptacles are included between tree plantings along both Donlands Avenue and O'Connor Drive.

Reasons for Application

The proposal requires an amendment to the Zoning By-law for an increase in density, and height, as well as site-specific provisions for setbacks, and parking and bicycle parking to implement the development.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application has been submitted and is under review.

Provincial Land Use Policies

The application has been reviewed to determine its consistency with the Provincial Policy Statement (2020) (PPS), conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan), and conformity to the City's Official Plan. The PPS provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region.

Agency Circulation

The application together with the report and studies submitted in support of the application have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

COMMUNITY CONSULTATION

A virtual Community Consultation Meeting was held on June 22, 2021. At the meeting City staff and the applicant's team gave presentations on the site and surrounding area, the existing planning framework, and the proposed development. Following the presentations, City staff led a question and answer format meeting. Comments and questions provided by the meeting attendees included:

- The height and density of the building and its compatibility to the existing built context;
- Appropriate transition and scale to adjacent low-rise residential dwellings;
- Provision of appropriate public realm and high-quality streetscape design;
- Traffic impacts to the surrounding area; and
- Construction timelines and construction management, including protection for neighbouring properties.

The issues raised through community consultation have been considered through the review of the application and are addressed in the Comments section below. The detailed building design and construction management plan are being addressed during the Site Plan Control review process.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have had an opportunity to view the oral submissions made at the statutory public meeting held by the Toronto and East York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS and the Growth Plan. Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

Built Form

City Planning staff finds that the proposal conforms with the applicable Official Plan policies with respect to built form, massing and transition to adjacent Neighbourhoods.

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings (the "Mid-Rise Guidelines"). The Mid-Rise Guidelines identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and sky view, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites.

The proposed height of 7 storeys (24.3 metres, exclusive of the mechanical penthouse) is acceptable at this location. Although the height is slightly over the right of way width of Donlands Drive and O'Connor Drive at this section (23 metres) with an outdoor amenity area proposed on the rooftop, the massing of the building complies with the Mid-rise Building Guidelines with respect to the angular plan to the abutting public streets and adjacent Neighbourhoods.

The proposed massing provides a street wall height of 5 storeys on Donlands Avenue, wraps the corner at O'Connor Drive, and steps down to a height of 4 storeys along O'Connor Drive. This massing frames the street with good proportion and fits with the existing and planned context. There are stepbacks provided above the 5th and 6th floors along both streets. Balconies are proposed along both frontages from the 2-6th floors, which do not project into the 4.8 metre building to curb setback. The massing of the building complies with the Mid-Rise Guideline's performance standards related to the massing of buildings facing a public street.

At the east property line the building would be setback a minimum of 7.5 metres from the property line to accommodate a 6.0 metre driveway and 1.50 metre landscape buffer on the ground floor. This separation provides a transition to the low rise residential buildings west of the site. The houses west of the site are within the Mixed Use Areas designation, so an angular plane was not applied, however to mitigate privacy concerns, there are no balconies on the west side of the building. The building complies with the required angular plane from the area designated Neighbourhood west of Elmsdale Road.

The building would be located at the property line to the south at the ground floor. A 5.5 metre stepback above the first floor is proposed, except for the south east corner of the building, facing Donland's Avenue. This element has a 5.5 metre stepback above the 5th floor. This stepback ensures that facing distances between the primary windows of the proposed development and any future development to the south will provide privacy for future residents and is consistent with Mid-Rise Guidelines for stepbacks at upper storeys.

Shadow Impact

The Built Form policies of the Official Plan state that new development will frame and support adjacent streets, lanes, parks and open spaces.

The submitted Shadow Study shows the proposal would allow for 5 hours of sunlight on the opposite side of O'Connor Street casting no new shadows after 1:18pm on March 21 and September 21 and would also preserve 5 hours of sunlight on the opposite side of Donlands Avenue with no new shadows cast before 4:18pm on March 21st and September 21st. There are minimal shadows cast on adjacent Neighbourhoods and the proposal does not cast any shadows on any existing parks.

City Planning staff finds the proposal adequately limits shadow impacts on adjacent Neighbourhoods and the adjacent public streets, particularly during the spring and fall equinoxes.

Wind Impact

A Pedestrian Level Wind Study was submitted in support of the application. The study indicates that the surrounding public realm will experience wind conditions that are acceptable for the intended use. A comparison of the existing versus future wind comfort surrounding the study site indicates that the proposed development is not expected to significantly influence pedestrian wind comfort over neighbouring areas. To protect against direct winds over the rooftop terrace space, a wind barrier around its perimeter of at least 1.6 metres in height is recommended to provide a comfort suitable for sitting during the typical use period of late spring to early fall. The provision of the wind barrier will be secured through the Site Plan Control process.

City Planning staff have reviewed the Pedestrian Level Wind Study and are satisfied with the assessment, conclusions, and recommendations contained within the study.

Unit Mix

A total of 73 residential units are proposed, consisting of 28 one-bedroom units (38.4%), 38 two-bedroom units (52%), and 7 three-bedroom units (9.6%), comprising 5,627 square metres of residential gross floor area.

The unit mix meets the intent of the policy direction of the Official Plan to provide a full range of housing and meets the unit mix objectives of the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines (Growing Up Guidelines) to provide a minimum of 15% two-bedroom units and 10% three-bedroom units within new developments.

Amenity Space

Amenity space for building residents is proposed on the ground floor, the mezzanine level and with a rooftop terrace at a rate that meets the minimum size requirement of 4 square metres of amenity space per dwelling unit (of which at least 2 square metres shall be indoor) contained in Zoning By-law 569-2013.

Detailed design of the amenity space, including provisions for households with children (Growing Up Guidelines) and pets (Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings) will be reviewed and secured through the Site Plan Control review process.

Public Realm

As discussed previously, the building will be setback from the property lines along O'Connor Drive and Donlands Avenue providing a minimum building to curb setback of 4.9 metres along O'Connor Drive and 5.6 metres along Donlands Avenue, both consistent with the Mid-Rise Guidelines.

Within the public boulevard of O'Connor Drive, the application proposes two trees, a bench and a TTC platform. A pedestrian clearway of 2.1 metres would be provided along the entire frontage, transitioning to the existing sidewalk to the west.

Along the Donlands Avenue public boulevard, the application proposes two trees, two benches, a TTC platform and shelter. A pedestrian clearway of 2.1 metres would be provided along the entire frontage.

A 5 metre corner rounding is required to provide for a public sidewalk of 2.1 metres in width. An encroachment agreement for the canopy projecting into the public right of way at a height greater than 3 metres will be secured through the Site Plan Control review process. Short term bicycle parking would be provided within the private property adjacent to the retail entrances along O'Connor Drive and Donlands Avenue.

City staff are satisfied that the proposal conforms with the applicable public realm policies of the Official Plan. Further detailed design of the public realm will be addressed during the Site Plan Control review process.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. The City of Toronto [Parkland Strategy](#) is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is currently in an area with 4 -12 m² of parkland per person, which is below the city-wide average provision of 28 m² of parkland per person (2016). The site is approximately a 525 m walk away from Four Oaks Gate Park, a 7,522 m² park which contains a playground and passive uses.

In accordance with Chapter 415, Article III of the Toronto Municipal Code, the applicant is required to satisfy the parkland dedication requirement through a cash-in-lieu payment. The residential component of this proposal is subject to a 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication.

The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813, Trees, Articles II (Trees on City Streets) and III (Private Tree Protection), commonly referred to as the 'Street Tree By-law' and the 'Private Tree By-law'.

The applicant submitted an Arborist Report, Tree Preservation Plan and Landscape Concept Plans in support of the application indicating there are two trees on private property to be impacted by the proposal, one of which will require a permit to injure. The applicant has also proposed four street trees, two within the O'Connor Drive right of way and two within the Donlands Avenue right of way.

The tree protection measures will be secured through the tree permit process to the satisfaction of Urban Forestry, Tree Protection and Plan Review, Parks Forestry and Recreation.

Corridor Safety Review - O'Connor Drive

At its meeting on February 2, 2022 City Council adopted item TE30.24 Corridor Safety Review - O'Connor Drive, authorizing the prohibition of right turns on a red signal at all times for northbound and southbound traffic on Donlands Avenue at O'Connor Drive. The report was prepared by Transportation Services, responding to a number of earlier directives from Toronto and East York Community Council and City Council to investigate safety and operational improvements on, and adjacent to, O'Connor Drive. It was determined the introduction of right-turn-on-red prohibitions on the north and south approaches of the intersection would improve safety for pedestrians, and this was installed on February 15, 2022.

A Supplementary Report dated February 2, 2022 updated Council on the progress of other initiatives to improve safety along the O'Connor Drive Corridor, including the installation of an Automated Speed Enforcement (ASE) camera on O'Connor Drive, the implementation of a crossing guard at O'Connor Drive and Donlands Avenue. An initial field assessment was undertaken which indicated that it would not be a suitable location for a school crossing guard. Traffic agents will be deployed to both intersections to continue the ongoing review of safety concerns and determine if any other mitigating measures are required. The ASE camera was installed west of Lankin Boulevard in May 2022 to enforce the 40km per hour speed limit on O'Connor Drive.

Link to Council Decision:

[Agenda Item History - 2022.TE30.24 \(toronto.ca\)](#)

Traffic Impact, Access, Parking and Loading

A Transportation Impact Study was submitted to assess the traffic impact, access, parking and loading arrangements for this development.

Access

Vehicular access is proposed via a driveway connection to O'Connor Drive located at the western limit of the site, in approximately the same location as the existing driveway. There would be a 1.50 metre landscaped area and fence directly abutting the neighbouring property to the west. The existing driveway access on Donlands Avenue would be closed as part of this proposal. Given the site context, the location of the proposed driveway is acceptable.

Traffic Impact

The Traffic Impact Study submitted in support of the application concludes that the site traffic can be accommodated within the existing road network. Retail traffic will be comparable or less to the site traffic today and residential-related traffic will be limited due to the scale of the proposal and the proposed reduced parking supply.

Transportation Services Staff have reviewed the Transportation Impact Study and accepted its conclusions. Additional comments related to site access arrangements, site circulation and layout, design of the proposed site entrance driveway, layout of the proposed parking supply and requirements for electric vehicle infrastructure will be provided through the Site Plan Control review process.

As per the ongoing corridor safety review, the applicant will be required to provide a payment of \$12,658 in the form of a certified cheque, prior to final site plan approval, to be used towards signal timing programming/optimization changes at the adjacent Donlands Avenue and O'Connor Drive intersection. This payment will be secured through the Site Plan Control process.

Parking and Loading

The former East York zoning by-law requires 89 parking spaces for the proposed building, of which 71 are for residents, 14 for visitors and 5 are for non-residential use. As per the submitted site plans and statistics, the development is proposing to provide a

total of 58 parking spaces, of which 44 spaces are to be for residents, 3 are barrier free and 14 spaces are to be for visitors. A parking study dated December 2021 was submitted in support of the proposed parking supply.

Transportation Services staff have reviewed the parking study and accepts the conclusions related to the provision of residential and visitor parking rates. For the retail parking component, the report concludes that the proposed retail space will be separated into different units of less than 200 sq. metres of gross floor area. While the existing Beer Store may be retained on-site, it is unclear at this time as to the actual retail allotment on this site. Some retail parking may functionally be required on-site, however, given the amount of visitor parking proposed, Transportation Services is satisfied with the proposed the parking.

A total of one (1) Type G loading space has been proposed on-site, which is to be accessed via the proposed driveway access to O'Connor Drive, in accordance with the loading requirement in Zoning By-law 569-2013. In general, this is acceptable to Transportation Services.

Bicycle Parking

A total of 106 bicycle parking spaces are proposed, including 98 bicycle parking spaces for residents on the ground floor, P1 and P2 levels and 8 bicycle parking spaces for visitors located outside the retail entrances on O'Connor Drive and Donlands Avenue. The proposed bicycle parking spaces meet the Zoning By-law requirements.

Servicing and Stormwater Management

Engineering and Construction Services staff have reviewed the submitted materials and have accepted their conclusions for the Zoning By-law Amendment application. Servicing and stormwater management are able to be acceptably addressed through this development scheme.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Conclusion

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Official Plan. Staff are of the opinion that the proposal is consistent

with the PPS (2020) and conforms with the Growth Plan (2020). Furthermore, the proposal is in keeping with the intent of the Official Plan, particularly as it relates to the provision of an appropriate mix of residential and non-residential uses, and a built form which provides an appropriate relationship to the surrounding public realm and a suitable transition to adjacent Neighbourhoods. Staff recommend that Council approve the application.

CONTACT

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SIGNATURE

Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning, Toronto and East York District

ATTACHMENTS

City of Toronto Data/Drawings

- Attachment 1: Location Map
- Attachment 2: Application Data Sheet
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: 3D Model of Proposal in Context - Northwest
- Attachment 8: 3D Model of Proposal in Context - Southeast
- Attachment 9: East Elevation
- Attachment 10: South Elevation
- Attachment 11: West Elevation
- Attachment 12: North Elevation

Attachment 1: Location Map



Attachment 2: Application Data Sheet

Municipal Address: 380 DONLANDS AVE Date Received: November 10, 2020

Application Number: 20 216953 STE 14 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Proposal for 7-storey mixed-use building containing 73 rental residential dwelling units. The proposed residential gross floor area is 5627 square metres, and the proposed non-residential gross floor area is 392 square metres.

Applicant	Architect	Owner
MHBC PLANNING LTD	TACT Architecture	HUD PROPERTIES
905-761-5588 x214	Inc.	LIMITED
	416-516-1949	

EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:
Zoning:	CR2.5 (c2.5; r1.0) SS2 (x163)	Heritage Designation:
Height Limit (m):	14	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m): 1,472 Frontage (m): 31 Depth (m): 48

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq. m):	591		1,031	1,031
Residential GFA (sq. m):			5,235	5,235
Non-Residential GFA (sq. m):	591		392	392
Total GFA (sq. m):	591		5,627	5,627
Height - Storeys:	1		7	7
Height - Metres:	4		24	24

Lot Coverage Ratio (%): 70.06 Floor Space Index: 3.84

Floor Area Breakdown	Above Grade (sq. m)	Below Grade (sq. m)
Residential GFA:	5,235	
Retail GFA:	392	

Office GFA:
 Industrial GFA:
 Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			73	73
Freehold:				
Condominium:				
Other:				
Total Units:			73	73

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			28	38	7
Total Units:			28	38	7

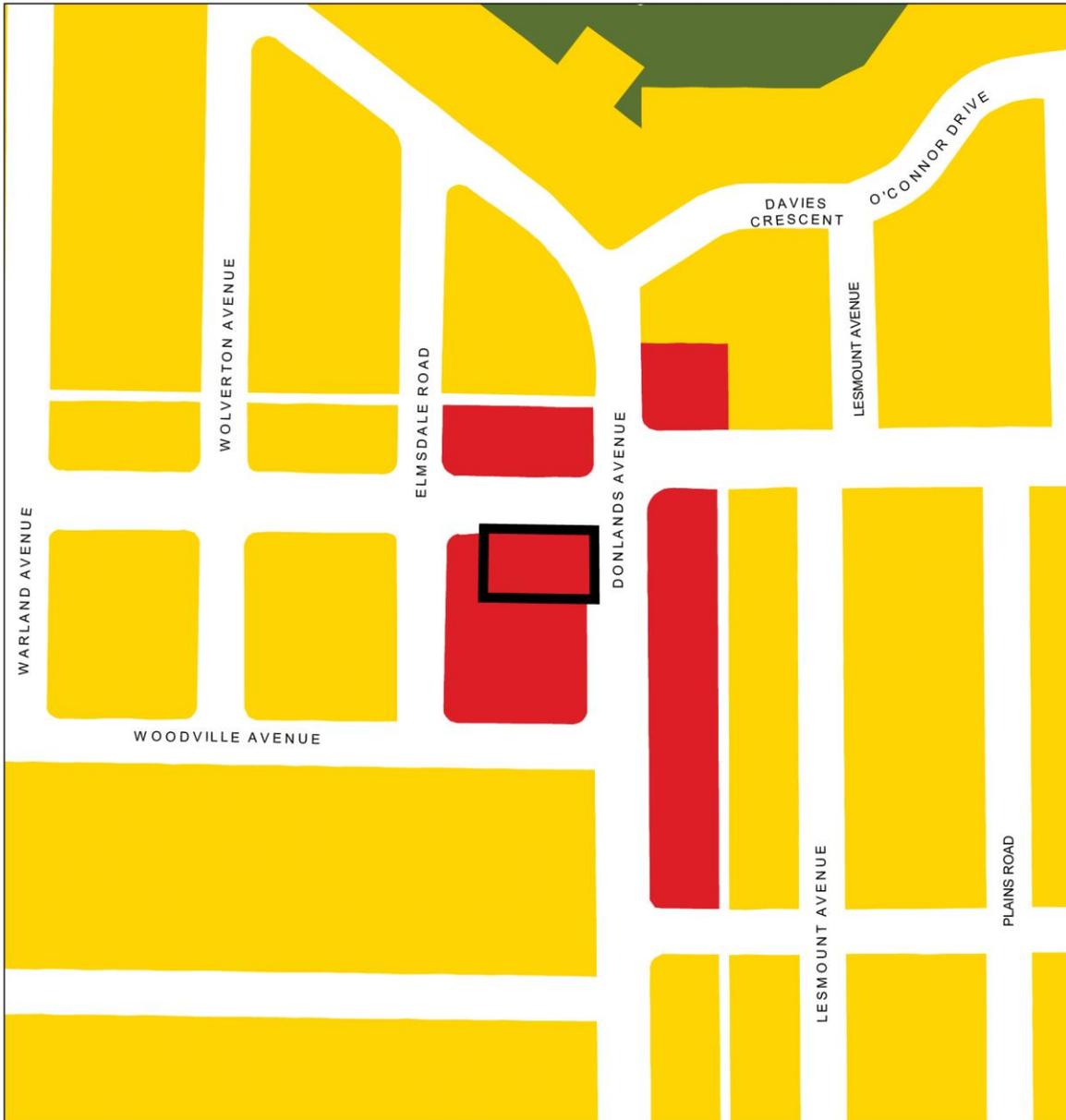
Parking and Loading

Parking Spaces:	58	Bicycle Parking Spaces:	106	Loading Docks:	1
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CONTACT:

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Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

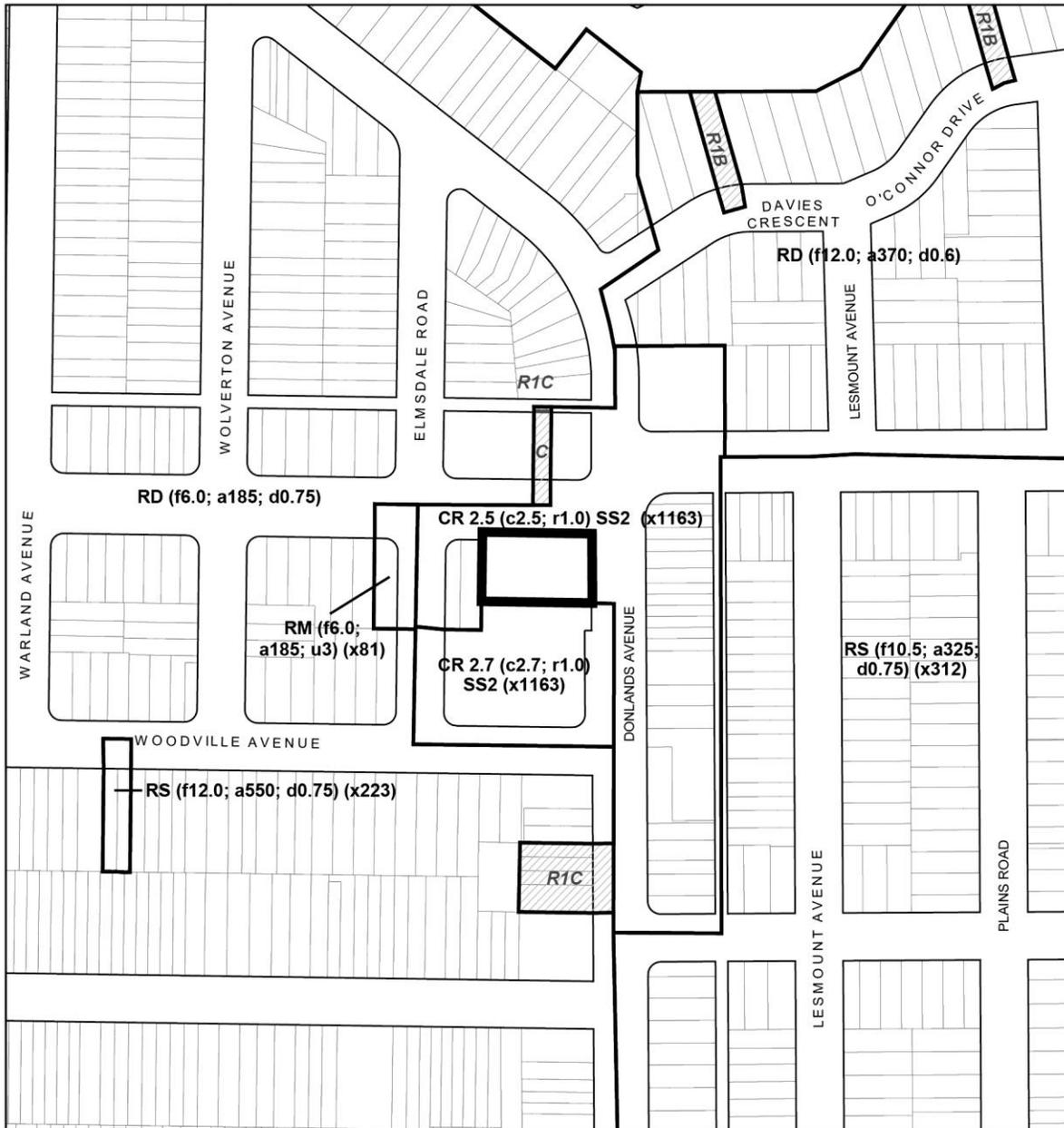
380 Donlands Avenue

File # 20 216953 STE 14 0Z

-  Location of Application
-  Neighbourhoods
-  Mixed Use Areas
-  Natural Areas


Not to Scale
Extracted: 03/10/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

380 Donlands Avenue

File # 20 216953 STE 14 0Z

-  Location of Application
- RD** Residential Detached
- RS** Residential Semi-Detached
- RM** Residential Multiple
- CR** Commercial Residential
- ON** Open Space Natural

-  See Former Borough of East York By-Law 6752
- R1B** Low Density Residential
- C** Commercial


 Not to Scale
 Extracted: 03/10/2021

Attachment 5: Draft Zoning By-law Amendment

Authority: Toronto and East York Community Council Item ##, as adopted by City of Toronto Council on ~, 20~

CITY OF TORONTO

BY-LAW XXX-2022

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2021 as 380 Donlands Avenue

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act; and

The Council of the City of Toronto enacts:

- i. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
- ii. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
- iii. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands subject to this By-law from a zone label of CR 2.5 (c2.5; r1.0) SS2 (x1163) to a zone label of CR 3.99 (c0.28; r3.70) SS2 (xXXX) as shown on Diagram 2 attached to this By-law.
- iii. Zoning By-law 569-2013, as amended, is further amended by amending the Height Overlay Map in Section 995.20 for the lands subject to this By-law, from a height and storey label of HT 10.5, ST 3, to a height and storey label of HT 25.0, ST 7, as shown on Diagram 3 attached to this By-law
- iv. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number XXX so that it reads:

(XXX) Exception CR 3.99 (c0.28; r3.70) SS2 (xXXX)

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

A. On 380 Donlands Avenue, as shown on Diagram 1 of By-law [Clerks to insert By-law ##], if the requirements of By-law [Clerks to insert By-law ##] are complied with, a

building or structure may be constructed, used or enlarged in compliance with Regulations (B) to (Q) below:

B. Despite Regulations 40.5.40.10(1) and (2), the height of a building or structure is the distance between the Canadian Geodetic Datum of 125.99 metres and elevation of the highest point of the building or structure;

C. Despite Regulation 40.10.40.10(2), the permitted maximum height of a building or structure is the number following the HT symbol in metres as shown on Diagram 4 of By-law [Clerks to supply By-law ##];

D. Despite Regulation 40.10.40.10(7), the permitted maximum number of storeys in a building is the number following the ST symbol as shown on Diagram 4 of By-law [Clerks to supply By-law ##];

E. Despite Regulations 40.5.40.10(3) to (8) and (C) above, the following equipment and structures may project beyond the permitted maximum height of a building:

i. wind and privacy screens, cornices, balcony guards, lighting fixtures, ornamental elements such as decorative architectural features, vents, and stacks, pilasters to a maximum of 3 metres;

ii. mechanical equipment including heating, cooling and ventilating equipment, gas and electrical equipment and vibration dampening equipment, communications equipment, , enclosures and structures around elements listed above including green roofs on such enclosures, roof access vestibules, elevator overruns, trellises, structures used for outside or open air recreation, and stairs and stair enclosures to a maximum of 7.0 metres;

iii. guards and railings, safety equipment, ramps, fences, outdoor furniture, , as well as structures enclosing such elements, landscape elements, retaining walls and planters, chimneys, , and porches and decks, either excavated or unexcavated to a maximum of 3.0 metres;

iv. parapets, window washing and building maintenance equipment, decking, skylights, and roof access hatches, to a maximum of 1.8 metres; and

v. terraces, thermal insulation, roofing membranes, pavers, green roof elements and roof ballasts to a maximum of 0.9 metres.

F. Despite Regulation 40.10.40.40(1), the permitted maximum gross floor area of all buildings and structures on the lot is 5,850 square metres, of which:

i. the permitted maximum gross floor area for residential uses is 5,440 square metres;

ii. the permitted maximum gross floor area for non-residential uses is 410 square metres;

G. A maximum of 73 dwelling units are permitted on the lot of which:

i. A minimum of 15% must contain two or more bedrooms; and

ii. A minimum of 9% must contain three or more bedrooms

H. Despite Regulation 40.10.40.50(1):

i. the outdoor amenity space is not required to be in a location adjoining or directly accessible to the indoor amenity space; and

ii. indoor pet amenities shall count towards the indoor amenity space requirements.

I. Despite Regulation 40.10.40.70(2), the required minimum building setbacks are as shown in metres on Diagram 4 of By-law [Clerks to supply By-law ##];

J. Despite Regulation 40.10.40.60 (1):

i. Balconies and patios are not permitted on the west side of the building;

ii. Balconies and patios on the south side of the building may not encroach into the minimum required setback;

iii. Balconies and patios on the north side of the building with a floor level higher than the first storey must be setback a minimum of 1.4 metres from the property line abutting O'Connor Drive.

iv. Balconies and patios on the east side of the building with a floor level higher than the first storey must be setback a minimum of 1.2 metres from the property line abutting Donlands Avenue.

K. Despite Regulations 40.5.40.60(1), 40.10.40.70(2), 40.10.40.60(2) and (I) above, the following elements may encroach into the required minimum building setbacks as follows:

i. a canopy or similar structure, with or without structural support, on a wall that abuts a street and located a minimum of 4.0 metres above the elevation of the ground directly below it by a maximum extent of 1.5 metres;

L. Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, parking spaces must be provided on the lot at a minimum rate of:

i. a minimum of 0.6 residential occupant parking spaces for each bachelor dwelling unit;

ii. a minimum of 0.6 residential occupant parking spaces for each one bedroom dwelling unit;

iii. a minimum of 0.6 residential occupant parking spaces for each two bedroom dwelling unit;

iv. a minimum of 0.6 residential occupant parking spaces for each three bedroom and greater dwelling unit;

iv. a minimum of 0.16 residential visitor parking spaces for each dwelling unit; required parking spaces for commercial uses may be shared with residential visitor parking spaces;

M. Despite Regulation 200.5.10.4 (12) the total number of resident bicycle parking spaces required pursuant to this by-law, the number of parking spaces for residents provided on lot may be provided at a reduced rate of 1 parking space for every five (5) bicycle parking spaces provided in excess of the minimum number of required bicycle parking spaces, provided the reduction is not greater than 20% of the total minimum parking spaces required.

N. Despite Clause 220.5.10, one Type “G” loading space shall be provided.

O. Despite Regulation 230.5.1.10(9) and 230.30.1.20(2), “long term” bicycle parking spaces may be located on the first and second storeys of the building and on levels of the building below-ground.

P. Despite Regulation 230.5.1.10(10), “long term” and “short term” “bicycle parking spaces may be located in stacked parking spaces.

Q. Despite Regulation 230.5.10.1(4), residential visitor and retail use bicycle parking spaces may be shared.

Prevailing By-laws and Prevailing Sections:

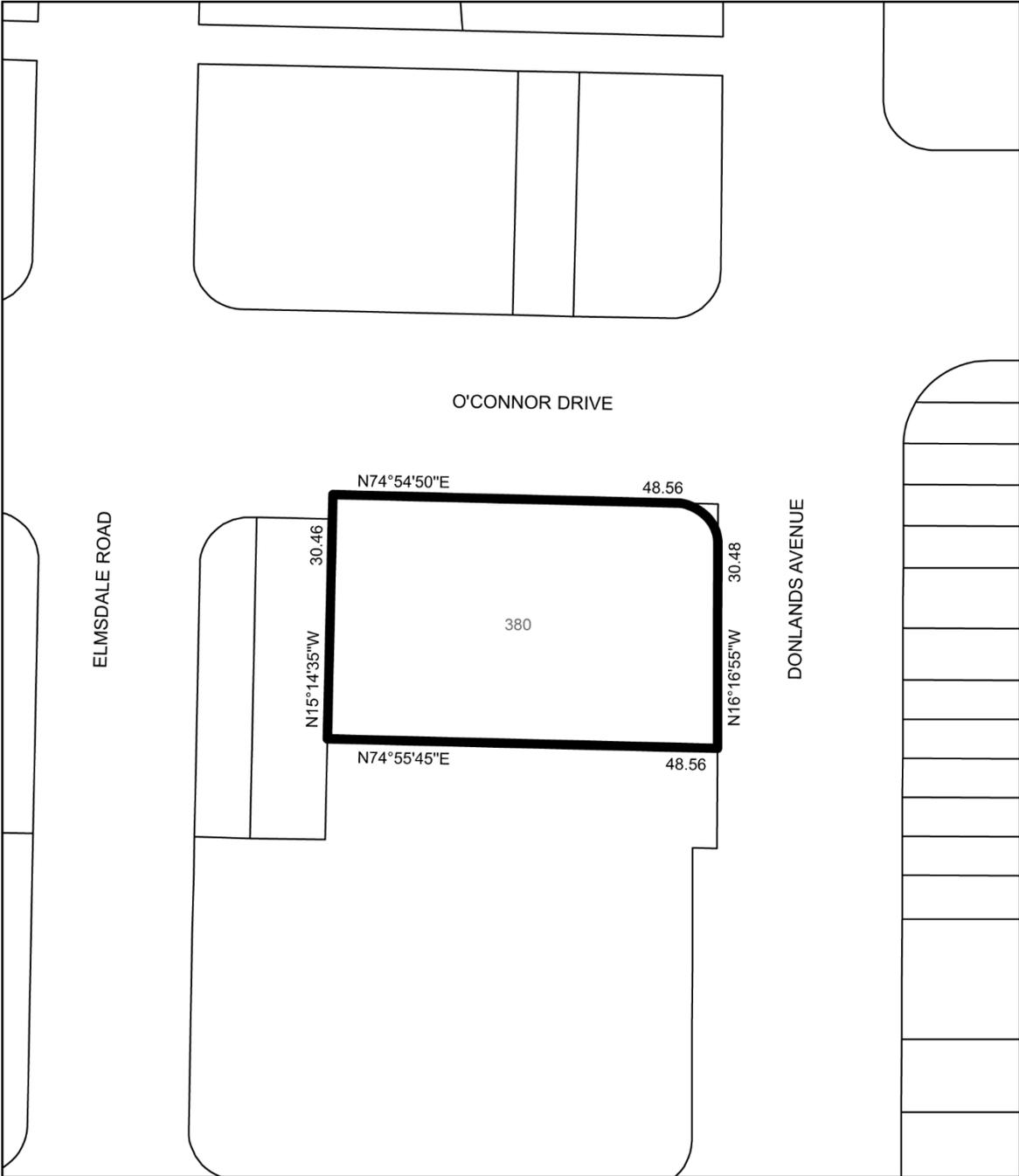
None apply.

Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

Enacted and passed on [month day, year].

[full name],
Speaker

[full name],
City Clerk



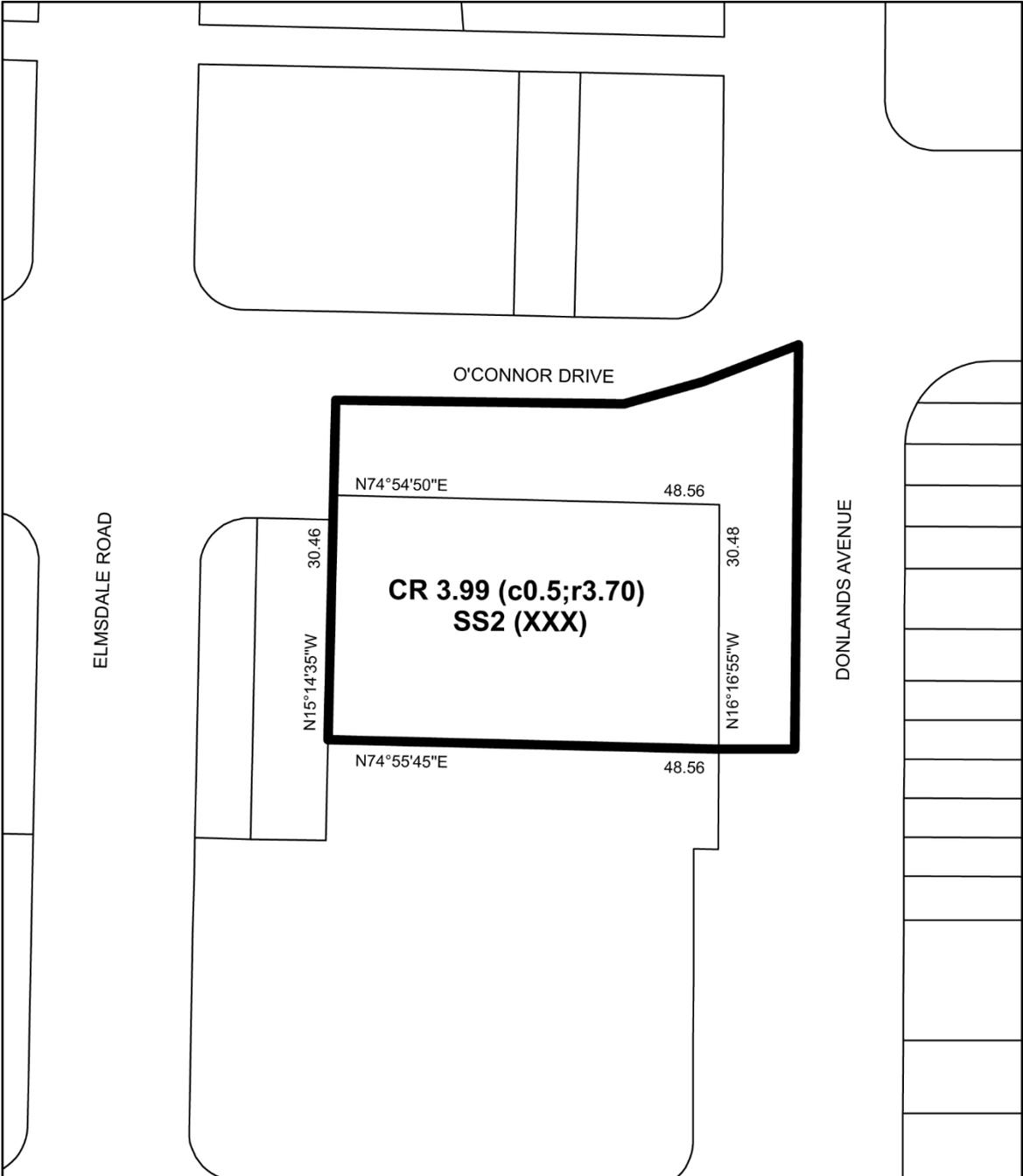
Toronto
Diagram 1

380 DONLANDS AVENUE

File # 20 216953 STE 14 OZ



City of Toronto By-law 569-2013
Not to Scale
05/10/2022



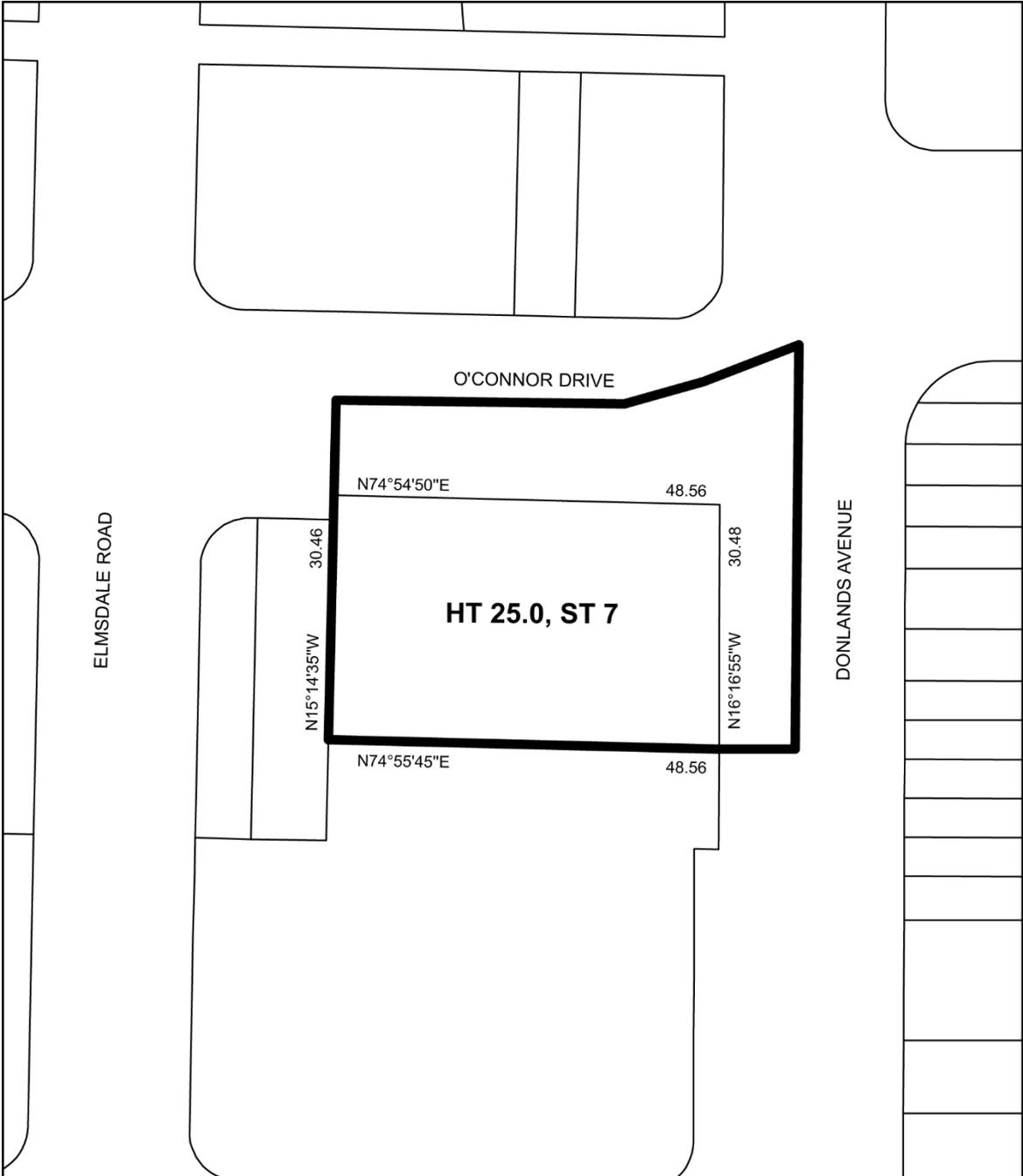
Toronto
Diagram 2

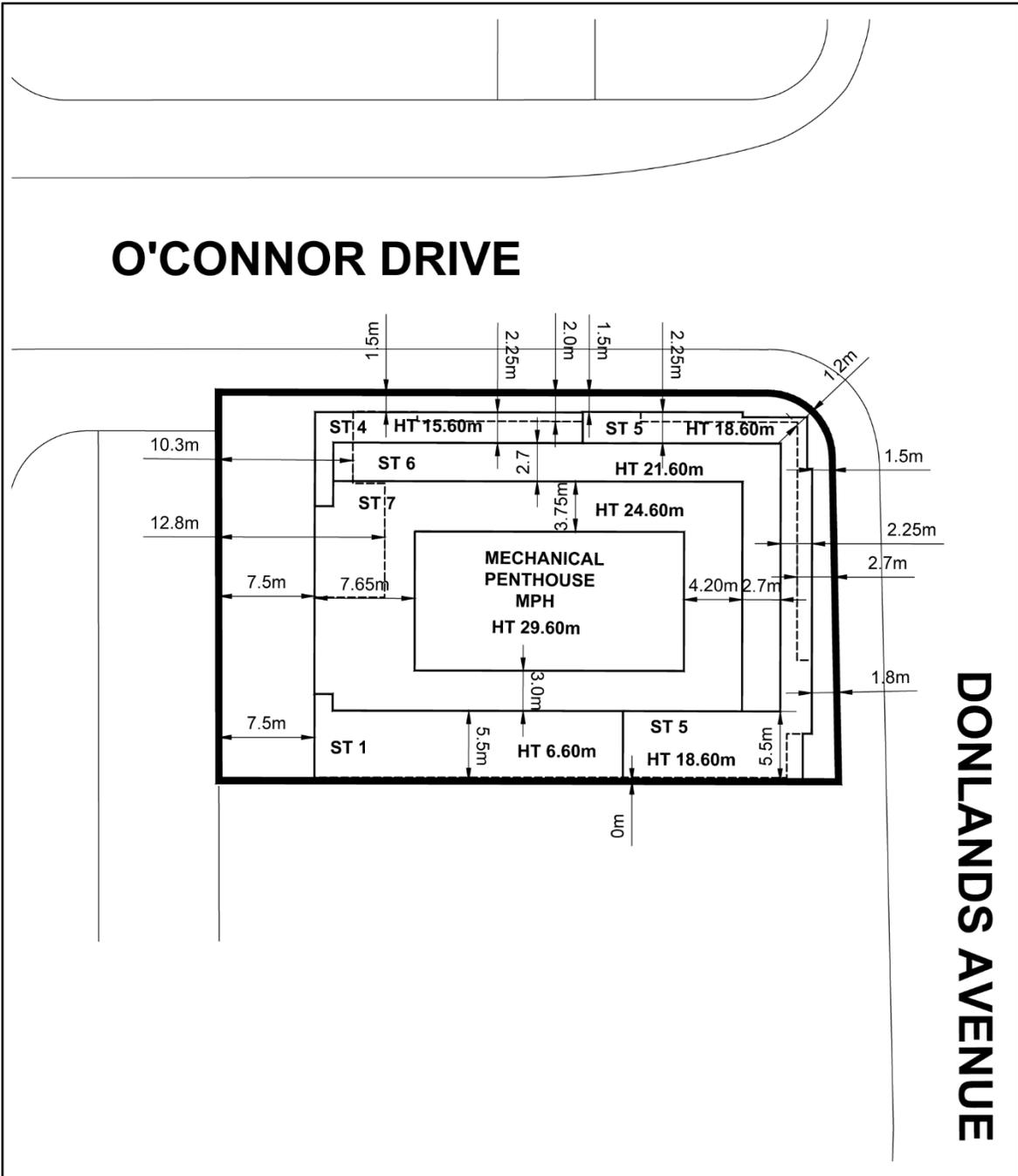
380 DONLANDS AVENUE

File # 20 216953 STE 14 0Z



City of Toronto By-law 569-2013
 Not to Scale
 05/10/2022





TORONTO
Diagram 4

380 DONLANDS AVENUE

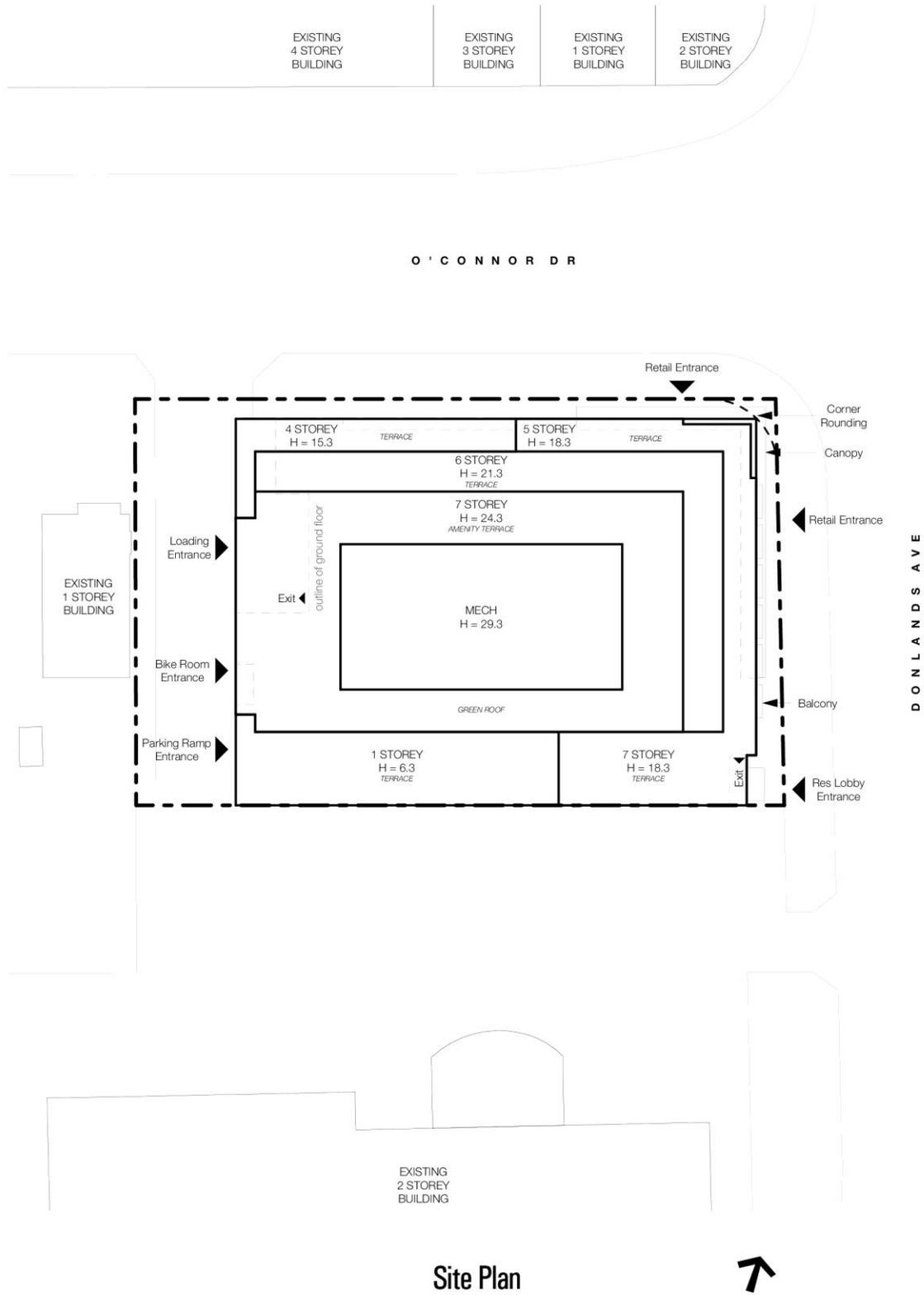
File # 20 216953 STE 14 OZ

Outline of Ground Floor Area

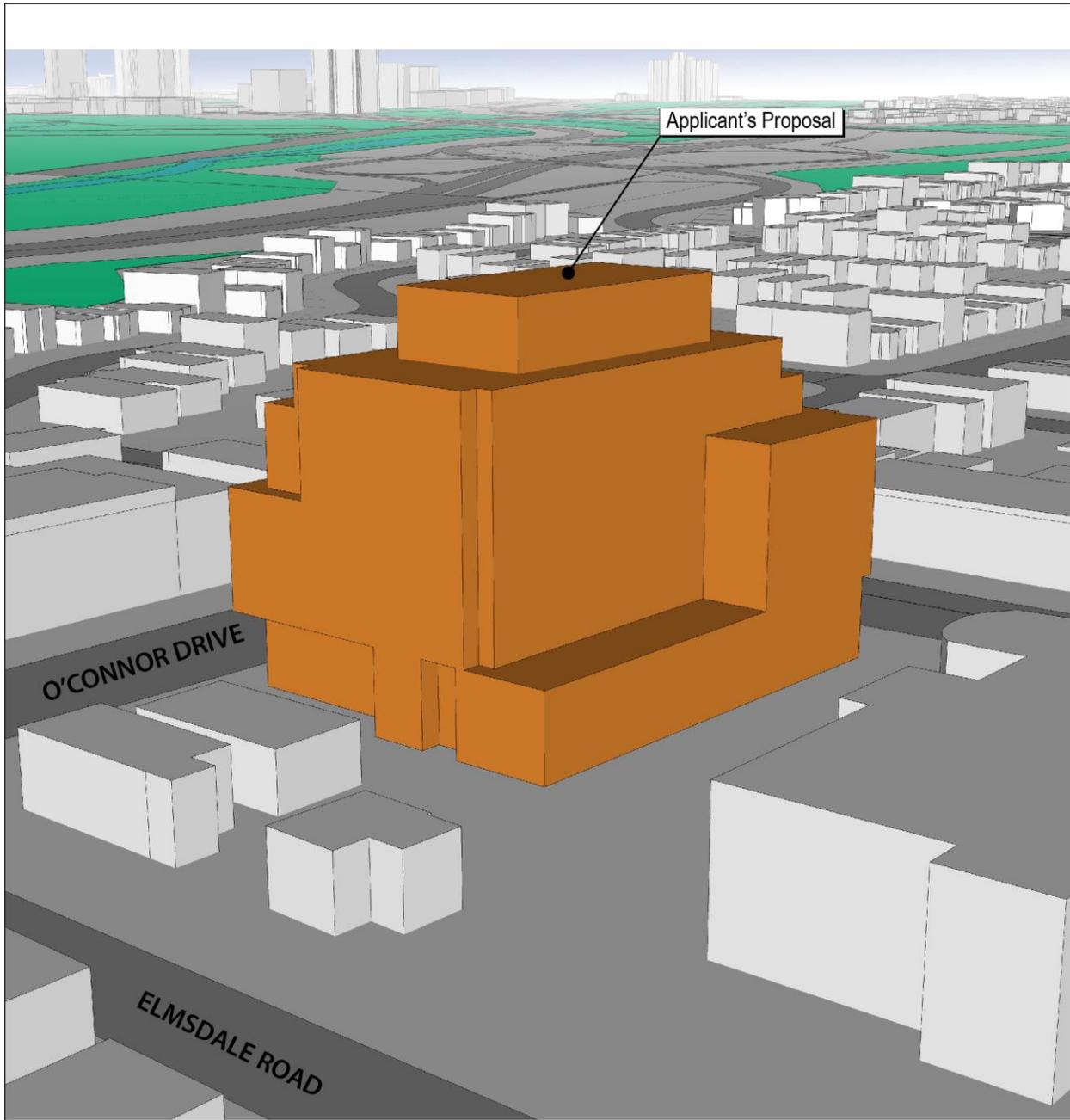


City of Toronto By-law 569-2013
Not to Scale
05/10/2022

Attachment 6: Site Plan



Attachment 7: 3D Model of Proposal in Context - Northwest

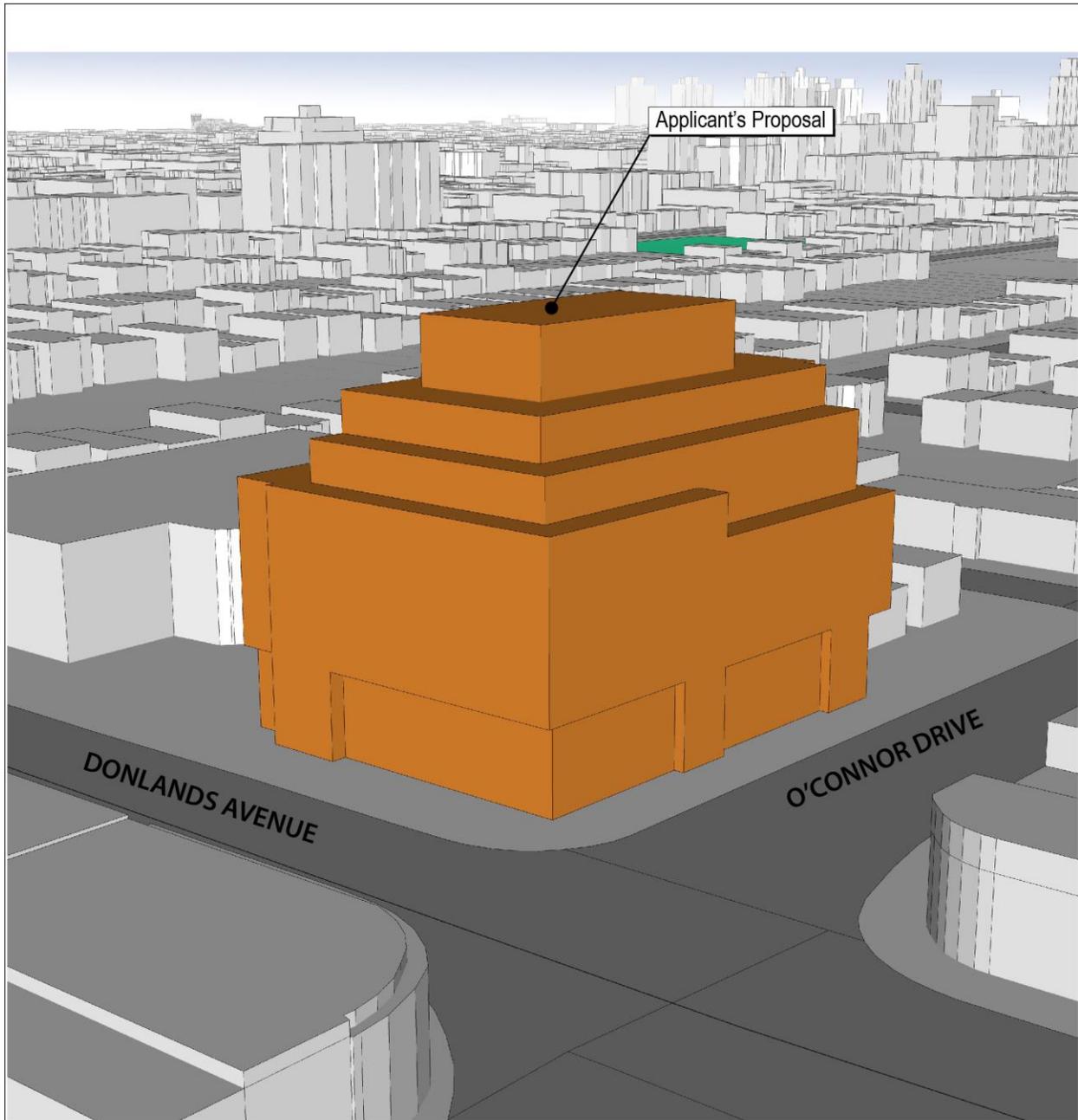


View of Applicant's Proposal Looking Northwest



03/12/2021

Attachment 8: 3D Model of Proposal in Context - Southeast



View of Applicant's Proposal Looking Southeast



03/12/2021

Attachment 9: East Elevation



East Elevation

Attachment 10: South Elevation



South Elevation

Attachment 11: West Elevation



West Elevation

Attachment 12: North Elevation



North Elevation